

MEETING SUMMARY

Eisenhower West Small Area Plan Steering Committee Meeting #17

Wednesday, October 14, 2015 | 7:30 – 9:00 pm

Commonwealth One Federal Savings Credit Union | 4875 Eisenhower Avenue

1 Steering Committee Members Present

- Judy Coleman, Vice Chair of Steering Committee, Park and Recreation Commission
- Maria Wasowski, Transportation Commission
- Michael Adams, Community Representative
- Jim Durham, Community Representative
- Arthur Impastato, Community Representative
- David Heiden, Business Representative
- Mary Catherine Gibbs, Business Representative
- Ken Wire, Landowner Group Representative

2 City and Project Staff Present

- Karl Moritz, Department of Planning and Zoning
- Radhika Mohan, Department of Planning and Zoning
- Katherine Carraway, Department of Planning and Zoning
- Steve Sindiong, Transportation & Environmental Services

3 Welcome and Updates

- Ms. Mohan reviewed the goals for the meeting, which included reviewing suggested edits to the Draft Eisenhower West Small Area Plan received since the previous Steering Committee meeting and subsequent posting of the Plan on AlexEngage. She indicated that the Steering Committee would be asked for final comments and endorsement on the Plan.

Staff Presentation

Mr. Moritz reviewed and led a discussion on comments received on the draft Plan from Steering Committee members, the community, the Eisenhower Partnership, property owners, and various city commissions.

4 Draft Plan Feedback

- Vision, Process, Summary: Comments received were generally supportive of the vision and goals of the Plan. Steering Committee members had no further edits.
- TSA and Office Uses: Language was incorporated in the Implementation section that addresses TSA's relocation to Victory Center and other office uses.
 - Discussion centered on the proposed road and bike/ped path behind Victory Center. Steering Committee members suggested clarifying language in Section 5.5, Transportation and Connectivity, #5 to "Streets located north and south of, and parallel to, Eisenhower Avenue, are required streets with the exception of the Victory Center site where streets will be recommended in order to comply with Federal security standards that will apply to the forthcoming TSA headquarters at that site."
- Historic Resources: Language was incorporated to reflect the importance of historic resources in principles of open space (plan-wide and by neighborhood) and placemaking.
 - Steering Committee members had no further edits.

- Parking: New diagrams were inserted into this section as well as the addition of a new guideline - “In the case that underground parking is not permitted due to floodplain constraints, above ground parking will be permitted subject to architectural screening compatible with the design and materials of the building architecture.”
 - Steering Committee members had no further edits.
- Blocks: Language was incorporated reflecting flexibility of mid-block connections, similar to the Beaugard SAP. A note of clarification was included under Figure 4.27.
 - Steering Committee members had no further edits.
- Building Height: Clarifying language was incorporated throughout the draft Plan. The Steering Committee was asked for thoughts on the flexibility of height in the Bush Hill/Clermont area.
 - Steering Committee members suggested clarifications to language in the Bush Hill neighborhood regarding height and existing zoning.
 - The suggestion was also made to edit language to a new guideline for heights to remove “for catalyst projects” – “Outside the ¼-mile ~~for catalyst projects~~, lower heights ~~might~~ will be considered with the overall goal of achieving a variety of heights that step down from the Van Dorn Metrorail Station.”
- Streets: Changes to language include an adjusted street hierarchy, P Streets adjacent to rail lines will be changed to C streets, and connections behind Victory Center would be recommended, not required.
 - Steering Committee members recommended that the language reflect *continuous* bike/ped connectivity around Victory Center if a federal tenant does not occupy the site.
- Multi-modal Bridge: Language was added to this section reflecting the importance of this connection.
 - Steering Committee members discussed that without the multimodal bridge, the vision of the plan cannot be realized.
 - Add language in Neighborhood 2 that addresses that development rights will not change if a property is rendered developable as a result of another bridge alignment being selected.
- Developer Contributions: Clarifying language was added on elements that will determine a range of developer contributions in Phase 2.
 - Steering Committee members suggested adding language that the City may be required to make early investments to create infrastructure prior to demand.

5 Community Comments

- Community members asked for clarification on the timing of implementation, emphasized the need for improved bike/ped infrastructure in the area, and questioned the location of retail in areas that have a significant slope in topography.

6 Endorsement of Draft Plan

- Steering Committee members unanimously endorsed the draft Plan. Below are general comments from the group:
 - The Plan balanced flexibility along with creating a vision for the area.
 - Extensive and consistent community involvement in the planning process was critical to the success of the Plan.
 - The Plan has progressed well since the beginning of the planning process.
 - Members were pleased with the group’s effort and end product.
 - The process and community outreach was extraordinary with multiple modes of interaction.

- The Plan's flexibility is critical as is the construction of the multimodal bridge.
- The Plan highlights the urgency of the transportation and infrastructure needs of the area in order for the vision to become a reality.

7 Next Steps

- The Steering Committee will draft a letter in support of the Plan.
- Staff will post comments received from the Eisenhower Partnership on the project website.